Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-4-112

Name: 10177/ MD 17 over Little Catoctin Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. F-4-112

SHA Bridge No. 10177 **Bridge name** MD 17 over Little Catoctin Creek

LOCATION:
Street/Road name and number [facility carried] MD 17 (Myersville Road)

City/town Myersville **Vicinity** X

County Frederick

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

Ownership: State X **County** _____ **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes _____ **No** X
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district _____

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge ____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:
Concrete Arch_____ **Concrete Slab** ____ **Concrete Beam** X **Rigid Frame** _____
Other _____ **Type Name** _____

DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** X

Describe Setting:

Bridge No. 10177 carries MD 17 (Myersville Road) over Little Catoctin Creek in Frederick County. MD 17 runs north-south and Little Catoctin Creek flows east-west. The bridge is located in the vicinity of Myersville, and is surrounded by farmland, single family dwellings, and Interstate 70.

Describe Superstructure and Substructure:

Bridge No. 10177 is a 2-span, 2-lane, concrete beam bridge. The bridge was originally built in 1919, and the southwest wing wall was replaced in 1989. The structure is 67 feet, 8 inches long and has a clear roadway width of 24 feet, 9 inches; there are no sidewalks. The out-to-out width is 27 feet. The superstructure consists of five (5) T-beams which support a concrete deck and concrete parapets. The beams measure 18 inches x 42 inches and are spaced 4 feet, 6 inches apart. The concrete deck, an integral part of the T-beams, is 12 inches thick and it has a bituminous wearing surface. The structure has solid concrete parapets and the roadway approaches have steel guard rails and no shoulders. The substructure consists of two (2) concrete abutments and an intermediate concrete pier at mid-length. There are flared concrete wing walls. The bridge is posted for 26 tons (single) and 34 tons (combination), and has a sufficiency rating of 65.7.

According to the 1996 inspection report, this structure was in good condition with some minor cracking and spalling. The asphalt wearing surface is in good condition, and no defects were noted in the report. The concrete has some cracking and spalling, and the pier has an undermined area on the north side. Also, the concrete parapet is in good condition, with some minor scaling at the bottom.

Discuss Major Alterations:

The southwest wing wall was replaced in 1989. The inspection report from 1996 indicates that the concrete has been repaired numerous times in the past.

HISTORY:

WHEN was the bridge built: 1919
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** X **County bridge files/inspection form** __
Other (specify): State Highway Administration bridge files/inspection form

WHY was the bridge built?

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

The bridge was altered to ensure its structural integrity.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B- Person _____

C- Engineering/architectural character ____X____

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete beam bridge construction. Although one wing wall has been replaced, the structure has a high degree of integrity and retains all of the other character-defining elements of the type, including the original concrete beams, slab, pier, abutments, three of the original wing walls, and parapets.

Was the bridge constructed in response to significant events in Maryland or local history?

The earliest concrete beam bridges in the nation were deck girder spans that featured concrete slabs supported by a series of longitudinal concrete beams. This method of construction was conceptually quite similar to the traditional timber beam bridge which had found such widespread use both in Europe and in America. Developed early in the twentieth century, deck girder spans continued to be widely used in 1920 when noted bridge engineer Milo Ketchum wrote *The Design of Highway Bridges of Steel, Timber and Concrete* (Ketchum 1920).

Although visually similar to deck girder bridges, the T-beam span features a series of reinforced concrete beams that are integrated into the concrete slab, forming a monolithic mass appearing in cross section like a series of upper-case "T"s connected at the top. Thaddeus Hyatt is believed to have been the first to come upon the idea of the T-beam when he was studying reinforced concrete in the 1850s, but the first useful T-beam was developed by the Belgian Francois Hennebique at the turn of the present century (Lay 1992:293). The earliest references to T-beam bridges refer to the type as concrete slab and beam construction, a description that does not distinguish the T-beam design from the concrete deck girder. Henry G. Tyrrell was perhaps the first American bridge engineer to use the now standard term "T-beam" in his treatise *Concrete Bridges and Culverts*, published in 1909. Tyrrell commented that "it is permissible and good practice in designing small concrete beams which are united by slabs, to consider the effect of a portion of the floor slab and to proportion the beams as T-beams" (Tyrrell 1909:186).

By 1920, reinforced concrete, T-beam construction had found broad application in standardized bridge design across the United States. In his text, *The Design of Highway Bridges of Steel, Timber and Concrete*, Milo S. Ketchum included drawings of standard T-beam spans recommended by the U.S. Bureau of Public Roads as well as drawings of T-beam bridges built by state highway departments in Ohio, Michigan, Illinois, and Massachusetts (Ketchum 1920). By the 1930s the T-beam bridge was widely built in Maryland and Virginia.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete beam bridge, possessing a high degree of integrity.

Does the bridge retain integrity of important elements described in Context Addendum?

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original concrete beams, slab, pier, abutments, three of the original wing walls, and parapets.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is a significant example of the work of the State Roads Commission in the 1910s.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list):

Ketchum, Milo S.
1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon
1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Luten, Daniel B.
1912 Concrete Bridges. *American Concrete Institute Proceedings* 8:631-640.

1917 *Reinforced Concrete Bridges.* National Bridge Company, Indianapolis, Indiana.

Maryland State Roads Commission
1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

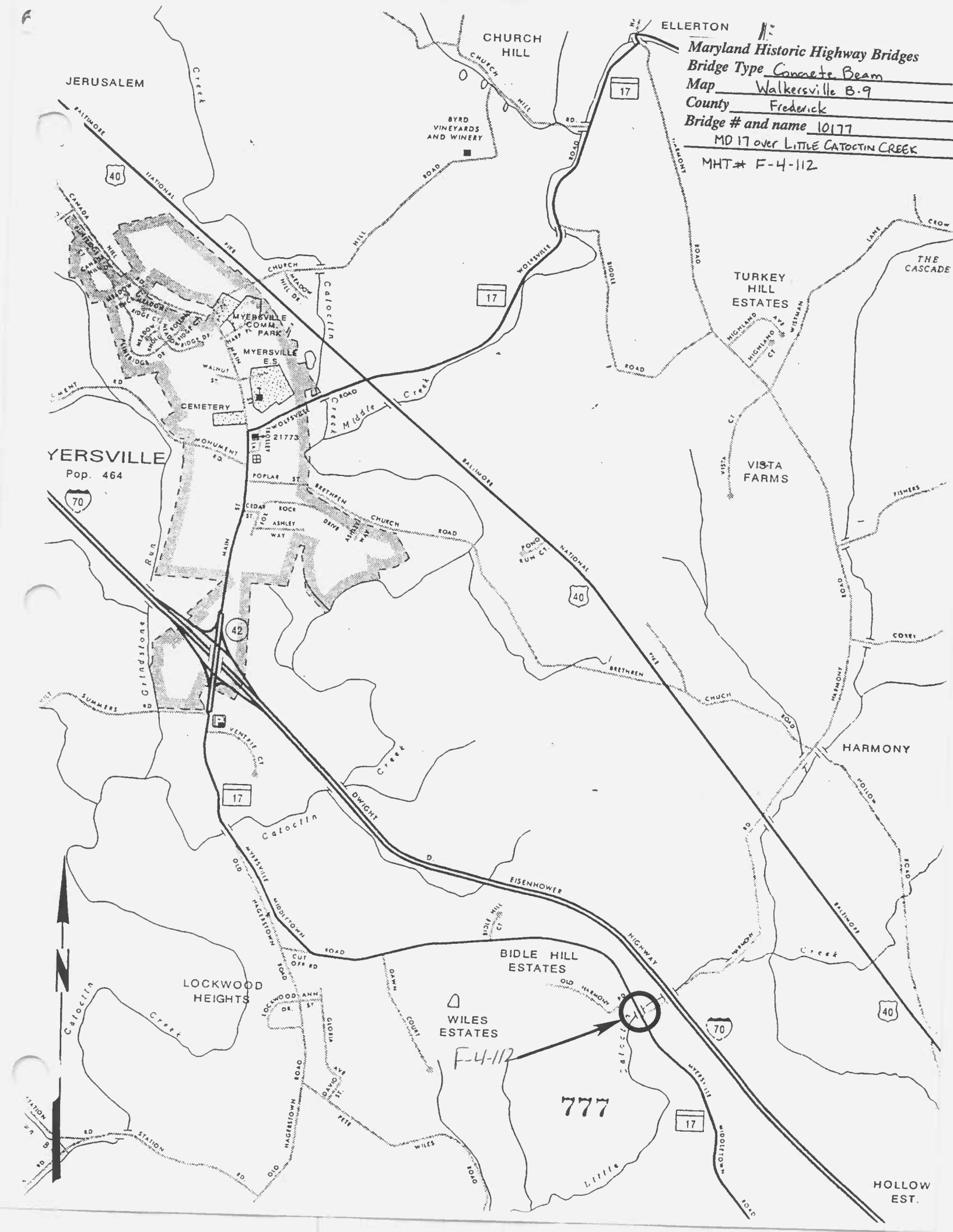
Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski
1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

F-4-112

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 2/25/97
Name of surveyor Caroline Hall/Ryan McKay
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1685 **FAX number** (410) 296-1670


Maryland Historic Highway Bridges
Bridge Type Concrete Beam
Map Walkersville B-9
County Frederick
Bridge # and name 10177
MD 17 over Little Catoctin Creek
MHT# F-4-112
ELLERTON
CHURCH HILL
JERUSALEM
BYRD VINEYARDS AND WINERY
TURKEY HILL ESTATES
THE CASCADE
MYERSVILLE COMM. PARK
MYERSVILLE E.S.
CEMETERY
YERSVILLE
Pop. 464
VISTA FARMS
HARMONY
BIDLE HILL ESTATES
LOCKWOOD HEIGHTS
WILES ESTATES
F-4-112
777
HOLLOW EST.
Catoctin Creek
Middle Creek
Little Catoctin Creek
Grindstone Run
BALTIMORE NATIONAL PIKE
EISENHOWER HIGHWAY
WOLFSVILLE ROAD
CHURCH ROAD
BRETHREN CHURCH ROAD
HAGERSTOWN ROAD
MIDDLETOWN ROAD
STATION ROAD
WILES ROAD
17
40
70
42

1. F-4-112
2. MD 17 over Little Catoctin Creek
3. Frederick County
4. Ryan McKay
5. 3-97
6. MD SHPO
7. Upstream Elevation
8. 1 of 5

1. F-4-112
2. MD 17 over Little Catoctin Creek
3. Frederick County
4. Ryan McKay
5. 3-97
6. MD SHPO
7. Detail of Beams
8. 2 of 5

1. F-4-112
2. MD 17 over Little Catoctin Creek
3. Frederick County
4. Ryan McKay
5. 3-97
6. MD SHPO
7. Downstream Elevation
8. 3 of 5

1. F-4-112
2. MD 17 over Little Catoctin Creek
3. Frederick County
4. Ryan McKay
5. 3-97
6. MD SHPO
7. Upstream Parapet
8. 4 of 5


TRUCKS
RESTRICTED BRIDGE
SINGLE UNIT
8,000 LBS GVW
COMBINATION UNIT
8,000 LBS GCW
ON HARMONY ROAD
← 2/10 MILE

1. F-4-112
2. MD 17 over Little Catoctin Creek
3. Frederick County
4. Ryan McKay
5. 3-97
6. MD SHPO
7. North approach
8. 5 of 5

930 2483

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge 10177,MD 17 over Little Catoctin Cr Survey Number: F-4-112

Project: Repair of Bridge 10177 Agency: SHA

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility not recommended X

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F X G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information provided by SHA, Bridge 10177 does not meet the National Register Criteria for individual listing. The 1919 concrete girder bridge is one of 42 similar extant structures on Maryland roads constructed prior to 1919. It has no known engineering or historical significance. The bridge is not located in any known historic district.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold — December 2, 1993
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

[signature] — 12.3.93
Reviewer, NR program — Date

Survey No. ~~FR~~ F-4-112

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
X	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
X	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
____	Transportation

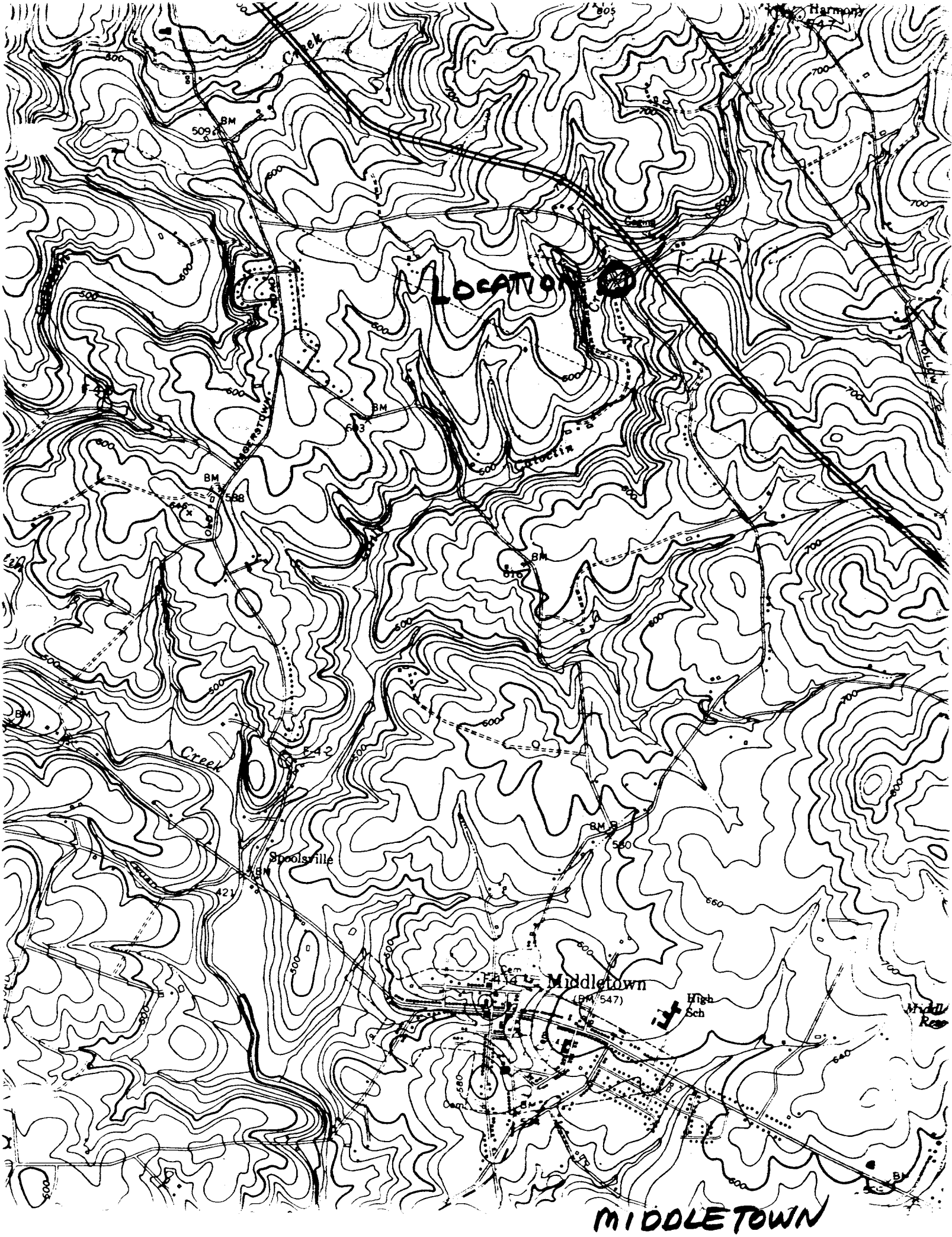
V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: NA


LOCATION
Middletown
(BM 547)
High Sch
Spoolsville
Creek
BM
MIDDLETOWN

10177 F-4-112

MD. 17 OVER LITTLE CATOCTIN CREEK


3